













## Intimation.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORT.

	Per Dose.	Per Bottle
Port - - -	\$14.00	\$1.20
B - - - Red Seal Capsule - - -	18.00	1.55
C - - - Superior Light In- valid, Green Seal Capsule - - -	21.60	1.80
D - - - Viol- let Seal Capsule - - -	28.60	2.40
E - - - Very Fine Old Tawny, White Seal Capsule - - -	37.60	3.30

The following Ports have been specially selected and procured from Messrs. GEO. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:-

	Per Dose.	Per Bottle
Douro - - -	\$19.00	\$1.70
Old Tawny - - -	23.60	2.05
Invalid - - -	23.60	2.05
Estrella - - -	29.60	2.55
- - - - -	32.00	2.80
Very Old Tawny - - -	48.60	4.10
Oldest and Finest - - -	55.60	4.70

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910.

## BIRTH.

On June 26, 1910, at Shanghai, to Mr. and Mrs. H. G. Hill, a son, Harold Bertram.

## DEATH.

On June 14, at Chungking, of typhus fever, Rev. E. J. Carson, B.A., D.D., of the Canadian Methodist Mission, aged 31 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 4, 1910.

## THE FOURTH.

The great portion of the human race which now inhabits the Northern part of America is rejoicing in an event which when it occurred seemed a disaster to the Anglo-Saxon speaking peoples. And yet, so far from a disaster does it appear now, that most of us who feel our kinship in blood with those whom "the long tides and slow green seas divide" from us, were glad to-day to congratulate the representative of that mighty People, the United States, that he was actually not a subject of George the Fifth. Old sins have been atoned for, and the days have passed by when "twisting the lion's tail" was rather a relaxation for politicians who venerated or execrated the Tammany tiger. What a tremendous change has happened since the time of the great-grandfather of George the Fifth. We now rejoice that no political parties can by their selfish juggling obscure the fact that on both sides of the Atlantic, obeying the same law, speaking the language of Milton and Shakespeare, are the offspring of Hengist and Horsa, of Knut and William the bastard of the sempstress of Falaise, of the killed broadsword wielders of Ossian, the "Mac" who "remember the death of Appin" and the "claws of the cat" of clan Chattan. The highly cultured gentlemen of Baltimore, the hard-bitten business men of New York, the brave citizens who can rebuild an earthquake-shattered and fire-devoured city, and still joyously, triumphantly call it San Francisco, are these not men who hands we are proud and glad to clasp as those of the descendants of the Saxon the Dane and the Norman?

## LOCAL AND GENERAL.

Mrs. Jackson, of Hull, who recently gave birth to triplets, has received the King's bounty, the first granted during the new reign.

The first relief for Singapore, Hongkong, and North China will be despatched from England about the first week in November next. The relief programme details has not yet been published.

John Grant was again brought up before Mr. E. R. Hallifax at the Magistracy this afternoon on a charge of obtaining the sum of \$10 by means of false pretences, to wit, an invalid cheque. Detective-Sergeant Appleton prosecuted and Mr. J. H. Gardner appeared for the defence. Evidence having been taken the case was remanded.

## THE HOARD PROSECUTION.

MENTIONED BEFORE THE FULL COURT.

Before the Chief Justice, Sir Francis Piggott, and Mr. Justice Hazlewood, Acting Police Judge, sitting as a Full Court this morning, Mr. Eldon Potter, instructed by Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, applied for a date to be fixed for a re-hearing of the case in which Miss D. M. H. H. responded, of No. 49, Hollywood Road, p. offered a charge of assault against the appellant and S. M. E. Allan on the 6th May last and as a result of which the appellants were convicted by Mr. E. R. Hallifax and sentenced to fourteen days' hard labour. The grounds on which the application was made were that the appellant was not guilty of the offence alleged against him and that the evidence given before the Magistrate was not sufficient to support the conviction. Mr. M. W. Slade, K. C., appeared on behalf of Allan.

Mr. Potter said that they had already obtained permission from the Magistrate to appeal and he asked for a date to be fixed for the re-hearing of the case.

The Chief Justice—Hasn't it been mentioned before?

Mr. Potter—No.

The case was adjourned.

## THE HIPPODROME.

After a most successful tour of six months through Siam, the Straits Settlements, Sumatra, Saigon, Haiphong, and Hanoi, the above Circus arrived in Hongkong yesterday p.m. s. s. *Manila* to pay a return visit for a short season before going North. They have met with great success everywhere, and in Hanoi their last place of call, they had record houses, the tent being packed night after night. They have added some clever artists to the show since their last visit to Hongkong so that the public will have the pleasure of seeing new faces as well as welcoming old favourites.

The trip from Haiphong to Hongkong was delightful, as far as the weather was concerned, so that every member of the show is fit and well. The Circus opens to-morrow night at Caseway Bay at 9 p.m. The plan of seats will be at Robinson Piano Company's where seats may now be booked.

The first Matinee will be given on Wednesday next at 3.30, and Matinees every Saturday and Wednesday after. Children under 11 will be admitted to Matinees at half price to all parts of the Circus.

## BOA CONSTRUCTOR SHU.

SOLDIER'S REMARKABLE EXPERIENCE.

Corporal William C. Gansel, Company B, 7th Infantry, stationed at Camp Eldridge, La Laguna, had a most remarkable experience and close escape from death on 28th ult.

While hunting wild chickens, up on Mount Miquiling two miles from the post he selected a favourable spot and sat down on the root of a tree, resting his gun across his lap with finger on trigger, ready to fire if any chickens came his way, while his companion was beating the bush about two hundred yards distant.

While in this position something impelled him to glance up, and he beheld a huge black constrictor hanging down, ready to coil around him. The head of the huge reptile was within two feet of him.

The corporal instantly turned the muzzle of the gun up, pulled the trigger, fired and jumped the same time, and fled to a safe distance. The snake made a plunge from the tree, landing probably twenty feet away, and coiled up in the death throes.

A large party was made up and went out in search of the snake. The snake was skinned by an expert taxidermist who was a member of the party and the skin brought to the post for stuffing and preservation. The actual measurements of the skin were, from points of tail to tip of nose, 25 ft. 1 inch, and width, 2 ft. 2 inches.

## HONGKONG-MANILA CATTLE TRADE.

TRIAL SHIPMENT.

This morning the steamer *Kubi* brought from Hongkong a specimen shipment of ten head of Hongkong cattle, picked at random from the herd, and shipped to Manila to Messrs. Warner, Barons and company, for the purpose of ascertaining if under the present cattle quarantine restrictions it will be a paying investment to ship cattle from Hongkong to this port, says the *Manila Times* of 28th ult.

This lot of ten head is the first that Messrs. Warner, Barons and company have received since the recent quarantine orders went into effect. The intention is to run some shipments of cattle from Hongkong if it can be shown that the loss of time in quarantine does not add too much to the value of the cattle, freight rates from Hongkong being much less than for the longer haul from Australia.

A clerk belonging to the Treasury Department and a sub-contractor were charged before Mr. J. R. Wood at the Magistracy this morning with obtaining the sum of \$38 by means of false pretences. The case was remanded, bail being allowed in the sum of \$500 each. Mr. Otto Kung Siog appeared for the clerk.

The famous Calcutta Derby sweep (\$50,000) has been won by Capt. H. T. Rabau, who has returned from India for a year's furlough. Capt. Rabau is a step-son of the Rev. C. E. Chard, Rector of Hatchbeachamp. Capt. Rabau is on the unattached list and is in the military accounts department. He has had thirteen years' service and got his Captaincy in 1907.

The famous Calcutta Derby sweep (\$50,000) has been won by Capt. H. T. Rabau, who has returned from India for a year's furlough. Capt. Rabau is a step-son of the Rev. C. E. Chard, Rector of Hatchbeachamp. Capt. Rabau is on the unattached list and is in the military accounts department. He has had thirteen years' service and got his Captaincy in 1907.

## Siberian Mail.

INCUBUS TO THE COLONIAL EXOCHORD.

REPORTS OFFICIALLY CONFIRMED.

We announced on Saturday that Sir Henry May had taken an original and indeed a hitherto UNHEARD OF VIEW of the responsibilities of that notoriously over-paid and bloated department the Post Office. That persons should only have to work eleven hours a day seems a pity, and we wonder why the outlooking crowd do not demand an additional hour or two, together with a reduction in salary as a

MEANS OF RETIREMENT in the finances of this plutocratic Colony. To-day for instance seven mails arrived to our certain knowledge. One contained only two hundred and forty-six bags, and another something over one hundred and twenty. All ran to scores of bags. "What a disappointing thing it is," sighed a cynical observer, "that the mails here are so few in number and do not contain more bags to be counted by hundreds instead of scores." When our representative desired to know the views of a Post-Office clerk on the matter, he found a courteous smile on the face of the perishing employe of a Government so generous as seriously to contemplate a small, a very small increase in the staff. The smile was all he got, or nearly all. "A nice soft day, thank God," said the Irishman, when asked how he liked the weather which had poured rain for a week. "Nice and warm to-day!" said the Hongkong Post Office clerk. But he had no time for more, he was too busy. We went round an hour later to ask him if he could tell us how many hours later than usual the letters arriving by the Siberian Mail would be delivered to-day; the perishing official could only snap out "To-day is not a holiday for the Post Office, and this is no time for idle pastime." However, perishing inquiry has established beyond doubt the fact that several of the great business firms of Hongkong have been informed that

NO SIGNALS FROM SIBERIAN MAILS may be made after half past two on Sunday afternoon. The staff of the Post Office will not therefore be liable to the buyer, and undeciphered abuse to which they have been subjected in the past by persons who knew nothing of the working of that grievously misrepresented and misunderstood department. The revenue is losing, actually losing, by the Siberian mails. Steamers and railways are not

CHARITABLE INSTITUTIONS and actually expect to be paid for carrying bags and parcels of valuable mails. The responsibility for the safety of these packages is a very heavy one, and the labourer is worthy of his hire. When you can send a letter to London via Siberia in very little more than a fortnight for only four cents you feel pleased. But when you realise that this cheapness means that instead of being a revenue producer the Post Office becomes a revenue spender and that the money which should be available for public purposes from that department will have in future to be raised by additional taxation, and a taxation which is almost sure to fall most heavily on the poor and needy, it is high time to "stand steady" and take a serious view.

LETTERS FROM MANILA.

have been sent in bundles here to Hongkong under cover. Then they have been re-posted with a wee four cent stamp to be sent to London by the Siberian Mail. This is really, though of course, unconsciously

CHASTISING THE PUBLIC because it is against the articles of the Post Office Convention to begin with, and because these letters ought to pay a much higher rate for their carriage if they are not to be conveyed at a loss. Why should Hongkong suffer this loss? In future letters from Manila to Europe via Siberia will have to pay

TWENTY CENTAVOS PER HALF-OUNCE. Now this is not in the least unreasonable. Eight centavos for a postcard is not too much either for those who use postcards. The time has come when the matter of post office charges must be settled once for all. The four cent charge is not sufficient to pay a letter's carriage. We in Hongkong ought to pay and no doubt cheerfully will pay a fair price for the freight of our correspondence, whether it be letters to our business correspondents or our sweethearts at home. But it must not be forgotten that these branch Post Offices depend on that of Hongkong, Shanghai alone sends literally thousands of letters of thousands of dollars worth of letters by the Siberian Mail. Now if these branch Post Offices are a drag on and a nuisance to the Post Office of this Colony, why an increased rate for postage on letters via the Siberian route, merchants who send bundles of letters by every mail, and who are therefore obliged to consider economy, will, as a matter of course, look out for the

CHARTERED POST OFFICE which may be German, French or Japanese. There are several Post Offices in Shanghai and the "Coast Ports." Anyone of them may under-sell the British Post Office. The Russians are not such bad business men as to seize such a chance as to cause the whole of the business correspondence of the Far East to pass through their hands as that which would be afforded by an increased postage rate charged by British Post Offices in Shanghai and other Treaty Ports. The whole matter is a really difficult one, and merits the attention of our Government at Home. Perhaps, however, the dabbles in Socialistic Science, (or is it only democratic delirium?) who rule or misrule the destinies of our Empire, may think fit to put the whole business in the hands of some ordinary sensible and level-headed Chief Clerk of, say, the Foreign Office, and desire him to decide how far one may go in requiring the nation to realise national responsibility and to pay for the beauty of belonging to an Empire on which the sun never sets. If the matter of masses, great masses, of British correspondence must pass through subsidised French or German or Japanese or Russian Post Offices, because for "political reasons" they ruthlessly undersell our Postal Offices, and if

OUR HONGKONG REVENUE is to be diminished and we are to pay additional taxes to meet an

INEVITABLE DEFICIT surely somebody, somewhere, not altogether selflessly engaged in daily crawling to official superiors, or coming to heel when whistled for, may exhibit sufficient originality and energy to devise a scheme which may inspire in the public a sense of shame at the amount of domestic postage and of business correspondence sent, and which may at least secure that the first principle of business, "pay your way,"

## HONGKONG ICE COMPANY.

EXTENSION OF PLANT.

An extraordinary general meeting of shareholders of the Hongkong Ice Co., Ltd., was held at the offices of the general managers at noon to-day, to consider the proposed extension of plant and premises. The Hon. Mr. Henry Keswick presided. There were present—Messrs. Ho Fook, Lo Cheung Shun, J. Banton, A. Rodger, J. Graham, G. W. Barton, H. W. Looker, L. N. Leefe, J. Johnson, C. L. Maxwell (secretary), and G. K. Haxton (manager).

The Secretary having read the notice convening the meeting:

The Chairman said:—Gentlemen,—The purpose of this meeting is to authorise the general managers to make a considerable addition to your property and plant. Our business in cold storage and the making and sale of ice is gradually increasing, and it is very necessary for us to anticipate, before other people do, the requirements of the Colony. What I am going to ask you to authorise to-day, is the purchase of a machine with all its accessories, capable of turning out 25 tons of ice per day, the purchase of some 18,000 sq. ft. of land from our neighbours the China Sugar Refinery, and the erection of two Cold Stores complete. The cost of all this will be quite considerable, close on two lots of dollars. Now as to where the money is to come from. You have wisely in the past made provision for contingencies, and have accumulated a fund of \$50,000. The general managers consider that the time has now come to make use of this amount, and they will arrange for any balance required at the ordinary rate of interest. An economy might be effected by installing a can plant instead of a plate plant, but it would only be in the first cost, and be more apparent than real. You will be glad to hear that the experience of the Olney is beginning to show that our ice is better all round than can ice and that it lasts longer; we are in consequence retaining customers who were induced to try the cheaper product and I am confident that we shall be able to dispose of our increased production very satisfactorily. I therefore propose that the general managers be authorised to proceed with the additions as set forth, but before putting it to the vote I shall be glad to answer any questions you may wish to put.

There were no questions.

The Chairman moved that the general managers be authorised to carry out the scheme for the addition to property and plant.

Mr. H. W. Looker seconded.

The motion was carried unanimously.

The Chairman:—That is all the business of the meeting, gentlemen. Thank you for your attendance.

## THE FALSE IMPRISONMENT CASE.

APPEAL BEFORE THE FULL COURT.

Before the Chief Justice, Sir Francis Piggott, and Mr. Justice Hazlewood, Acting Police Judge, sitting as a Full Court this morning, argument was commenced in the case in which Mr. Alabaster sought to have the decision of Mr. Justice Hazlewood reversed in the action in which Wong Fu Ng, comrade to Messrs. Macdonald and Company, sued Capt. A. A. Johnson, Master of the s.s. *Elus On*, to recover the sum of \$5,000 as damages for alleged assault and false imprisonment, as a result of which the plaintiff was awarded general damages in the sum of \$500. The reversal of the judgment was sought for on the ground that the judge was wrong in fact and in law in holding that there was no evidence to go to the jury in paragraphs 12, 13 and 14 of the statement of defence. Mr. M. W. Slade, K.C., with whom was Mr. C. G. Alabaster, instructed by Mr. W. E. L. Sheaton, of Messrs. Deacon, Looker and Deacon, appeared on behalf of the appellant and Mr. Eldon Potter, instructed by Mr. E. Davidson, of Messrs. Hastings and Hastings, was for the respondent.

Mr. Slade stated that there were mixed questions of fact and law in that case. What happened was that Mr. Justice Hazlewood held that there was no evidence to go to the jury. It would be necessary to look into the whole of the evidence. An action had been brought by the respondent against the appellant for false imprisonment—it was really an action for malicious prosecution under the guise of an action for false imprisonment. To avoid having to prove an action for a reasonable or probable cause, the prosecution brought the action in the form of an action for false imprisonment with a view to inflaming the minds of the jury.

After further argument, the case was adjourned.

## CHINESE EASTERN RAILWAY.

A COMPENSATION CLAIM.

Teking, June 30.

China has agreed to compensate the Chinese Eastern Railway to the extent of \$160,000 for the new timber recently destroyed by log-boles.

Russian troops are guarding the railway pending the arrival of a Chinese force sufficient to cope with the outlaws—N. C. D. News.

Messrs. G. Urrula and Company have purchased in Hongkong the Hamburg-American steamer *Hoangho*, to replace the steamer *Nuotra* *Suora del Pilar* which sunk some time ago in a collision with the schooner *Manag yin*. The vessel is now having some alterations made to fit her for the coastwise trade, and is expected to arrive here from Hongkong about July 15, says the *Manila Times*. It is said that the new steamer will have the largest carrying capacity of any vessel now plying in the coastwise trade, and will cost the company in the neighbourhood of \$50,000.

## THE FIGHT AT THE CITY HALL.

A VERY WISE OLD GENTLEMAN USED TO SAY "AN ENGLISHMAN'S DINNER IS A SOLID THING."

My son," he would add, waving an admonitory pipe-stem to point the force of his advice, "to get between an Englishman and his dinner is a very dangerous business. Never you do it." In our lifetime we have observed that to get between anything English and his dinner, whether it be a bull-terrier or a man that is bawled of his drink, is extremely a risky thing. It is dangerous indeed. Now on Saturday night we saw at the City Hall some good fighting. "O, go!" did his little bit very well, we were sincerely delighted to see our "green man" win his fight, and note that he can, and will fight again. More power to his elbow.

THE "BATTING DARTS."

was awarded the victory in the event of the evening against Sergeant Piggott of the Royal Garrison Artillery. We do not understand on what regulations this fight was adjudged by the referee, or by whoever it was who stopped it. YES, STOPPED IT!

For Piggott was knocked down by a heavy blow which for a very few seconds deprived him of his mind. The usual count in such a case, is to count. If after counting the number of seconds prescribed by the Queensberry rules the fallen man cannot rise to continue his fight, he is "counted out," and is justly called beaten. If he rises and resists his antagonist, and is knocked over, he is in the same position. We have seen a man so severely counted out that as the timekeeper called "time!" he sprang to his feet and was able to continue not merely in defence but in attack. He was supposed to be altogether "done," but he won his fight all the same. Now on Saturday night Piggott was NOT COUNTED OUT.

He fell, but rose before the time, and the referee and others interfered and declared the battle ended, and that the gentleman called Wilcott was the winner. The Englishman vigorously protested.

"LET ME BE KNOCKED OUT." Piggott said he, "if he can knock me out." We impute no bad faith to the darts, for Piggott himself with English generosity did not do so. We wish Piggott had not been tripped in the sixth round. Quite rightly, the referee did not make any remark, and as that utterly gentlemanly fighter Piggott made no protest, and as his seconds, knowing him and his views, said nothing, it is not for us to do anything save follow Piggott's example. An elbow where it had no business to be (by Queensberry rules we believe) was responsible for another fall. Again nothing may be said.

THE TWELFTH ROUND showed a game and plucky Englishman, just ready to take or give anything. His last fall had shaken him, but his spirit was all right. The fact was, that from the beginning Piggott did not fight.

HE SIARRED.

When, in the seventh round, Piggott was really beginning to score, he did not hit hard enough. He played as if he were merely sparring "tap, tap" in a gymnasium. He got right under the nigger's guard and ought, if he had been not too delicate a boxer, to have "stove in the other's ribs" as a sailor man put it. Skill for skill, Piggott is

INCOMPARABLY THE BETTER BOXER and his magnificent guard excited the admiration of all who saw him time and again ward off "slogs" from the darts. "Battling Wilcott" looked like an evil demon from the darkness, with his waving arms, as he danced round the white-knived proud-headed Englishman. Twice at least, had the fight been as it has once been, bare-knived and as a finish, Piggott could have battered his antagonist to a rib-smashed jelly. But he contented himself with merely tapping, just to show that he had won on points, so to speak. Of course he had. The nigger can't box as well as Piggott. But he hit to do damage and Piggott only struck to show who was the better boxer. When after being really hurt Piggott was ready to

FIGHT TO A FINISH they wouldn't let him. We think this a grievous wrong that has been done to a brave and BONY FIGHTER.

He was not counted out. At six seconds elapsed before he was up and ready to face the music. He wanted to have the thing out. He had made the great mistake of merely sparring at first instead of fighting. Now that it came to fighting he was ready to fight till he was utterly knocked out. "Knock me out!" he cried "if you can!" His science in boxing for supper, that of his agile and younger opponent. Age counts for much, and the little springiness of youth was all to the advantage of Wilcott. What a pity it was that Piggott did not take full advantage of his superior science, and when he had Wilcott in his power, not finish him by a finishing blow in the ribs! This was a fine contest disappointingly concluded. Sergeant Piggott asked for what was after all his right, namely to be allowed to have his fight out. He had fought for twelve rounds and was perfectly willing to fight for ten sheer love of it to death if need be. To interfere between an Englishman and his dinner may be a solemn thing, but to balk him in getting his billful of fighting is still worse, as Sergeant Piggott is quite capable of showing us yet. It is a pity that he is not ten years younger. Every year after thirty tells on a fighter, however brave, however clean living.

THE CHIEF JUSTICE AND UNSTAMPED DOCUMENTS.

A DEFENDANT'S OVERSIGHT.

In the Supreme Court this morning, the Chief Justice, on a certain action being mentioned, informed Mr. C. G. Alabaster that he was told by the Registrar that the stamp duties were not paid on defendant's documents, and that he would have to discontinue the evidence.

Mr. Alabaster asked if that affected his Lordship's judgment.

His Lordship—I shall give judgment as if the document was put in.

Mr. Alabaster: That doesn't mean judgment for the plaintiff? Or no, but I don't know what the Treasury will do.

Mr. Alabaster—Not do.

## BANKING BUSINESS IN THE FAR EAST.

BANQUE DE L'INDO-CHINE.

An interesting review of the past year in Indo-China and the Far East from a commercial point of view appears in the annual report of the Banque de l'Indo-Chine. (Although the report states, the rice crop in Indo-China was considerably inferior to the first estimates, the operations of the Bank's branch at Saigon were very active. Owing, however, to the erroneous estimate of the crop, and in consequence dangerous speculations on the part of the Chinese, much produce was required to successfully negotiate the crisis without loss. The report further mentions that the state of uneasiness in Tong-King by too large imports still continues. The exchange operations of the branch of the bank at Haiphong and of the agency at Hanoi declined somewhat owing to the decreased exports valued at 18,000 tons, only (including 50,000 tons for Europe), against 25,000 in 1908. The general situation, however, tends gradually to improve.

AN IMPORTANT MOVEMENT is to be observed in the direction of prospecting and mineral exploitations, and there is certainly good prospects for the future under this head.

On the other hand, the completion and the exploitation of the Yunnan Railway will contribute to the economic development of Tong-King. The report refers to the increase of the cultivated land area in Indo-China. From 1888 to 1909, the area under rice increased from 800,000 to 1,530,000 hectares, and exports rose from 525,000 tons to an average of 1,000,000 tons. The economic situation of the French Colony calls, therefore, for very special attention, and the report urges notably that the difference between the exchange of Indo-China and of Hongkong should not be allowed to become such as would interfere with the

EXPORT OF RICE TO CHINA, which country remains the most important outlet. It further points out that private initiative, or, failing that, the local government, should take proper measures to improve the quality of the rice. Another matter mentioned is the great influence exercised on exchange by the remittance of the vast sums due by Indo-China to France. Indo-China spends annually nearly 1,200,000,000 in France, which is a very heavy charge. Nevertheless, the financial and budgetary situation in Indo-China remains very satisfactory, as is shown by the fact that every budget, with the exception of those of 1905 and 1906, the years of floods and cyclones, has shown a good balance. The budget for the year 1909 likewise showed an important balance, and the total of the different reserve funds amounts to more than 200,000,000.

IN CAMBODIA the past year was prosperous both from the commercial and financial point of view, and the operation of the Bank's agency at Pnom Penh showed improved progress. At Battambang, on the contrary, little activity is reported by the Bank's agency. The affairs of the agency at Tourane show, on the whole, a satisfactory activity. Wider relations are being established between Annam and France, thanks to the exports of maize, tea, and manioc.

The cultivation of the mulberry tree and of rubber is also developing.

As regards China, the crisis there is not entirely terminated.

AT HONGKONG the Bank agency has confined itself to local operations; at Canton business was regular, thank to good silk crops; at Shanghai, Hongkong and Tientsin exports developed, and the operations of the Bank's agencies in these three ports gave satisfactory results. In spite, however, of various favourable features, the report urges that China's finances must be reformed and as an end put to the monetary chaos which reigns in most of the provinces before a permanent step forward can be made. There is nothing special to report as regards the operations of the Singapore and Bangkok agencies. The general movement of productive operations of its Bank's branches and agencies amounted last year to 5,210,720,874, and that of current accounts to 1,371,876,664. These figures show a sensible decrease compared with those of the previous year, owing to the smaller crops in Indo-China, and to the stagnation of business in China.

NAVAL AND MILITARY.

[From Our Own Correspondent.]

Some changes have been made in the relief programme for the P. & O. Eastern garrisons in the coming troping season. The order for the 3rd Balauchuan to move to Hongkong from Agri has been cancelled, and instead they will proceed to Singapore to take the place of the 90th Infantry, which goes to Sehoru. The 126th Infantry, which is now at Lorala, will go to Hongkong instead of the 3rd Balauchuan. The latter regiment is the old 126th Balauchuan Infantry, which has a fine record of field service, including the campaign in Persia, 1871, and the China war of 1894-5.

CHINA'S PARLIAMENT.

A DEBUT FOR MEMORIALISTS.

Peking, June 27.

The Throne has refused the memorial recently presented by provincial delegates asking for the speedy summoning of a Parliament.

The reply says that it is impossible to shorten the period of nine years fixed by the Emperor Kang Hsi. The condition of China's finances and the weak position show that the country is not ripe for a constitution. The Imperial Assembly, meeting in the ninth month, would lead to a Parliament. The reply concludes—"Let not the request be repeated."

PERMANENT MEMORIALISTS.

June 30.

The provincial delegates are apparently so disappointed by their second appeal and are now endeavouring to make a third appeal in the form of a memorial to the Emperor.

June 30.



## HONGKONG GYMKHANA CLUB.

## PROGRAMME FOR THIRD MEETING.

The third gymkhana of the season will take place next Saturday. The programme is as follows:—

"A CLASS" OF ONCE ROUND FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5, 1st prize presented, and prize \$15. Entrance fees to go to winners.

Mr. Drysdale's Sorosis,  
Mr. Ellis Kadorie's Servus Chief,  
Mr. H. May's Moonbeam (late Date Tree),  
Mr. Hickman's Kerry,  
Capt. Heathcote's Tomahawk,  
Mr. L. N. Lee's Resolution,  
Rear-Admiral Lyon's Llama Chief,  
Mr. Ellis Kadorie's Roumanian Chief,  
Mr. Blank's Spirit Level,  
Mr. Ellis Kadorie's Nizam Chief.

GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscribers griffins allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first, 3 for a second, and 2 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, 2nd prize \$15. (Half entrance fees to go to winner.)

Mr. Drysdale's Sorosis,  
Messrs. Moxon & Gedge's Temptation,  
Capt. Heathcote's Hinton (late Uranus),  
Mr. H. May's Moonbeam (late Date Tree),  
Mr. John Johnstone's Odds On,  
Mr. Ellis Kadorie's Servus Chief,  
Mr. Ellis Kadorie's Roumanian Chief,  
Rear-Admiral Lyon's Llama Chief,  
Mr. Hickman's Kerry.

5 lbs. allowance.  
Blackmore Vale ..... 8  
Temptation ..... 4  
Llama Chief ..... 1  
Hinton (late Uranus) ..... 1

"A CLASS" OF ONCE ROUND FLAT RACE HANDICAP.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5, 1st prize presented, and prize \$15. (Entrance fees to go to winner.)

Mr. M. W. Slade's Twain,  
The Hon. P. G. Scarlett's Nankin,  
Major Eaton & Mr. Potter's Jack Scott,  
Mr. H. Humphreys' Coxcomb,  
Mr. H. G. Markwald's Hester,  
Mr. Frederick Ellis' Triad,  
Mr. O. K.'s Yarbora,  
Mr. Ellis Kadorie's Roumanian Chief,  
Mr. H. Humphreys' Barry,  
Mr. Blank's Spirit Level.

TEAT PROCEEDING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points at all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The committee of the Gymkhana Club will appoint a Judge who will judge this competition throughout the season and whose decision shall be final. In the case of illness or absence of any Judge appointed the committee shall appoint a substitute.

MARKS.  
Mr. Gedge's team ..... 81  
R. G. A. team ..... 77  
The Magpies team ..... 64  
Mr. Blason's team ..... 64  
The Buff's A team ..... 54  
The Buff's B team ..... 53  
The Naval team ..... 20

LADIES NOMINATION. 5 FURLONGS FLAT RACE.—For China ponies, subscription griffins of the season 1909-10 and 1910-11 polo ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. No pony to be scratched after entry except on account of sickness.

When entering for this event competitors are requested to give lady nominator's name. Owners must provide a rider to correspond with each pony entered by him. The name of rider must be communicated to the honorary secretary two days before the date of Gymkhana. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.  
Mr. Fred. Ellis' Jack Scott, nominated by Mrs. Ellis.

Mr. Hickman's Kerry, nominated by Mrs. Melville.  
Mr. H. Humphreys' Coxcomb, nominated by Mrs. H. Humphreys.  
Mr. L. N. Lee's Resolution, nominated by Mrs. Lee.  
Mr. O. K.'s Double Dragon, nominated by Mrs. von Wieser.  
ONE AND A QUARTER MILE FLAT RACE.—For all China ponies. Jockeys who have won more than 5 races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First prize presented, and prize \$15. (Entrance fees to go to winner.)

Mr. John Johnstone's Odds On,  
Messrs. Moxon & Gedge's Temptation,  
Capt. Heathcote's Hinton (late Uranus),  
Rear-Admiral H. Lyon's Llama Chief,  
Capt. Heathcote's Tomahawk,  
Major Eaton & Mr. Potter's Jack Scott,  
Mr. Blank's Spirit Level,  
Mr. H. Humphreys' Barry,  
Mr. Ellis Kadorie's Roumanian Chief.

## CHINESE IN SAN FRANCISCO.

## PROPOSED BOYCOTT OF AMERICAN GOODS.

San Francisco, May 30.

A boycott of American goods which is to extend all over China is the plan formulated at a meeting held yesterday at the headquarters of the Chinese Chamber of Commerce, 760 Sacramento street, and to-day cablegrams are to be sent to the merchant societies and organizations throughout the Flowery Kingdom asking their aid and co-operation.

The boycott is to be undertaken by an organization entitled "The League of Justice," formed at the meeting in the Chinese Chamber of Commerce rooms. While officers were selected, their names are being kept secret until such time as the league is of sufficient strength to warrant general publicity. Over 300 of the representative citizens of Chinatown were present at the meeting, all of whom signed the roll of membership.

## AN EXPLANATORY STATEMENT.

The reason for the boycott which is to be attempted and the objects of the league were explained by one of the members, as follows:

"The Chinese, not only in San Francisco, but throughout the country in general, have felt for some time that they were not being treated with the justice and equality they have a right to expect. The Chinese residents of this country are now somewhat of a factor in its commercial prosperity and the formation of such an organization as this League of Justice is necessary for the purpose of obtaining a proper recognition of our rights.

"In this matter of placing the detention sheds at Angel Island we feel that we have been treated most unfairly. If we wish to act as witnesses for any of our compatriots we are forced to lose a whole day in going to the island and returning. Then, on the island we are not granted the courtesy we have a right to expect, if only because of our commercial standing in this city.

"We have appealed to Washington and have sent representatives there to plead our cause before the United States Government; our representative there promised when on his way through this port from China that he would do all in his power for us, and we have received similar assurances from many officials, both Chinese and American. But nothing has been done for us and we are tired of being fed on promises. A boycott on American goods in China at the present time would result in a great loss to the commercial interests of the United States, but it is the only way we can show our power and demonstrate that if we are not treated with equality and justice in this country the American merchant can expect no better treatment in ours.

Cablegrams will be sent to-morrow to the commercial organizations of every port in China, asking the assistance and co-operation of those bodies. The cablegrams will be followed by letters and pamphlets giving a full description of the abuses we claim are allowed to exist here against us, and we have no doubt that we will receive the support we ask.

"It is the intention of the organizers of this movement to establish branches in every city in the United States, Canada and Mexico, where there are sufficient Chinese to warrant such a proceeding. The league will take up every complaint of unjust discrimination against Chinese and will formulate plans for obtaining justice. We will not interfere to municipal affairs unless there is an extreme case of oppression, but we will devote our attention solely to matters of national importance."

## WANT DETENTION SHEDS MOVED.

The Washington delegation referred to was sent to the national capital about three months ago and was headed by Look Tin Ell, one of the most prominent merchants of China-town. The complaints of the local Chinese against the placing of the detention sheds at Angel Island were placed before the Secretary of Commerce and Labour and an investigation was promised. The Chinese said yesterday that they had received authentic information which caused them to believe that nothing was to be done regarding the return of the sheds to this city, and the League of Justice was then determined upon.

When the Chinese Minister to Washington came through San Francisco about the first of the year he was waited upon by representatives of the local merchants, and he promised to do all in his power to have their wishes granted regarding the return of the detention sheds to a more accessible place.

When the Minister came here several weeks ago to meet Prince Tse Tsao he was questioned regarding what progress he had made in the matter, and his answers are said to have satisfied the merchants that no help could be expected from that quarter. The attitude of the Prince while here, and his distinct refusal to interfere in the matter in any way, was also a great disappointment to the local Chinese, and plans were at once set on foot which resulted in the formation of the league explained yesterday.

## LANADRON RUBBER ESTATES.

## THE COMPANY'S POSITION AND PROSPECTS.

The second annual general meeting of the Lanadron Rubber Estates, Limited, was held on 31st ult at Winchester House, London, E.C., Mr. Andrew McIlwraith (chairman of the company) presiding.

The Chairman said: The resident manager's reports which have been circulated are so full that there is nothing left for me to say, but Mr. Pears is with us to-day, and if any of you desire further information than the report gives, I am sure he will do his utmost to satisfy you. Turning to the accounts, you will notice that the capital issue has been increased during the year by the issue of 7,555 more fully-paid shares, being 6,000 shares in payment of Mr. Pears' land, as per agreement, and 1,555 shares for Hollingbury Estate. The purchase of the Hollingbury Estate was referred to in last year's report. This item of £7,555 appears among the assets on the balance-sheet as "Estates purchased during the year." The cost of development throughout the year amounts to £10 5s. 5d. per acre, being £2 2s. 1d. in excess of the year 1908. I mention this as it may appear to you to require some explanation. The increased cost is of a temporary nature only, and arises from the expenditure on clearing dead wood and stumps, which has been found necessary to enable us to deal with the diseases to which Hevea is liable. The investigations and reports of Mr. Mitchell, our mycologist, have fully satisfied your directors that the expenditure on this work spells economy in the long run. With regard to the profit and loss account, the sale of produce and other receipts for the year amount to £93,877 11s. 2d., leaving a balance of profit, as shown, of £73,217 5s. 6d. You will remember that the total quantity of rubber sold last year amounted to 18,550 lbs., and that Mr. Pears estimated the output for this year would be 25,000 lbs. As a matter of fact, the total output of rubber, practically reached that figure, being just a little under—viz, 24,927 lbs. The estimated crop for 1910 is set down at 350,000 lbs. For the last 18 months the rubber market has been buoyant and rising. With these few remarks I beg formally to move the first resolution—"That the report of the directors be adopted, and that the accounts laid before you be passed."

Mr. S. L. Huot: I have very much pleasure in seconding the resolution.

The Chairman said they had made no forward sale.

Mr. Francis Pears said it had cost them a great deal of time and money to find out how to get rid of fomes, and he did not think it was in the interests of the company to give the information. Even if he did give the information he could not guarantee it would have the same effect elsewhere. It depended upon the estate, the nature of the soil and also the locally as regarded labour. It was difficult to say what it would cost; it might vary from £3 to as much as £5 per acre. Fomes was a saphrophytic parasite which started on dead wood and then gradually got on the living tissue. The only thing to do was to clear off the dead wood. That was the starting-point, but he could not say whether when the dead wood was got off the pest would not start again.

The Chairman moved: "That a final dividend at the rate of 17½ per cent. (less income tax) be paid on the called-up capital on December 31, 1909 making 74½ per cent for the year; that the sum of £7,000 be transferred to reserve account, which will then stand at £10,000; that the sum of £3,500 be transferred to employees' bonus fund, to be dealt with at the discretion of the directors; and that the sum of £1,341 11s. 2d. be carried forward."

Mr. F. W. Barker, in seconding the resolution, said: On the formation of the company, 6,000 shares were reserved for allotment to employees on such terms and conditions as the directors thought fit. 850 of these shares were allotted last year, but your directors have come to the conclusion that direct allotment to employees will not meet the object they had in view when reserving these shares, which was the permanent benefit of all the employees of the company. Under the original procedure, those who have financial resources would have a great advantage over those who have none, and, further, in a few years all the available shares would be allotted, and there would be none for the benefit of future employees. A scheme has therefore been drawn up whereby such sums as you may from time to time vote to the bonus fund will be invested by trustees for the benefit of our employees, in the first instance, in taking up the remaining 5,150 shares, and when these are exhausted in such securities as the trustees may think fit.

Mr. Francis Pears said that, on behalf of the staff, he would like to thank the meeting for having passed the resolution with regard to the bonus fund. He knew all the men personally, and the majority of them—the older ones—were his personal friends, and he could assure the meeting that Mr. Barker's scheme for the bonus arrangement pleased them all tremendously, and would have the effect of keeping the staff with them. It had always been their plan to get new men out into the East, and train them themselves. A good deal was heard about clipping of coillies, but there was a good deal of clipping of European assistants. Having taken the trouble to train these men, it was very hard that they should be attracted somewhere else by an increase of a hundred dollars or so. He had tried to explain to them that, if they stopped, the company would look after them, but if they were going all over the place, the company would have no further interest in them. Also, it must be recognized that a good assistant was very much better than a bad manager.

Mr. Graham Thomson said he had heard a rumour that there was to be a closer working agreement with the Ladbury Company.

The Chairman said there was no such thing as a working agreement, though they were very friendly and at times he knew by the conduct of the board.

## COMMERCIAL.

July 2nd, 1.00 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadorie & Co.:

Allagars	7½
Anglo-Javas	11s. 18
Balgownie	29½
Batu Tigas	19
Bertams	—
Bukit Kijangs (pp.)	—
Bukit Rajahs	—
Caray Uniteds	23½ prem.
Castlefields	12½
Changkat Sardaangs	—
Cheras	30
Damansaras	167½
Eastern Internationals	30½ prem.
Fed. Selangors	—
Glennally	3½
Glenshells	—
Golconda	13½
Golden Hopes	—
Highlands and Lowlands	137½
Indragiris	30
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kannulogs	8½ prem.
Kuala Lumpors	95½
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	90½
Linggis	61½
London Asiatics	16½
London Ventures	7½
Merrimaus	—
Pajams	18
Pegohs	54
Rubber Trusts	42½ prem.
Saggas	330½
Sandycrofts	540
Sapongs	—
Seafields	—
Sekongs	35½ prem.
Shelfords	77½
Singapore & Johores	32
Sumatra Paras	11½
Sungei Chobos	117½
Sungei Kapars	18½
Tandjongs	55½ prem.
Tangkahs	25½ prem.
Toerangs	5½ prem. nom.
Ulu Rauls	—
United Sardaangs	174½
United Singapore	32
United Sumatras	17½
United Langkats	—
Para Rubber	10½ per lb.

SELANGOR'S DIVIDEND.  
The Federated Selangor Rubber Company, Ltd., announce a final dividend of 65 per cent, making a total of 125 per cent. for the year. A sum of £1,049 is carried forward.

## THE OPIUM MONOPOLY.

## SITUATION IN INDIA.

Simla, June 13th.  
No official intimation has yet reached the Government of India regarding the opium situation in Hongkong and China. Lord Morley is, of course, inquiring and he will no doubt put all the diplomatic wheels into action but nothing authentic has yet transpired. The leading opium merchants of Bombay have suggested the suspension of sales, but Government has no intention of accepting it. The suspension of sales, it is feared, will create a corner in opium.

## Sims, June 13th.

The opium situation in China is engaging the earnest attention of the Government of India. The action of the Chinese authorities in imposing a heavy tax on Indian opium is causing serious alarm among the Indian opium merchants both in Bombay and Calcutta. The trade is at a standstill and there has been a heavy fall in prices which have not yet apparently reached bottom. It is also not improbable that as the stocks are partly carried on borrowed money, the money markets will feel the strain. If the Foreign Office insists on a rigid maintenance of Treaty rights including an entire freedom of the wholesale trade in the Treaty Ports the crisis may be passed without any worse results than losses among the more daring speculators. But it is felt that any weakness in resisting Chinese encroachments will depress business generally and seriously affect the revenues of India. Very large sacrifices are already being made by India in the rapid reduction of its opium exports without any prospect of assistance from the Home Exchequer and any available transfer of the dwindling proceeds from the Indian revenues to the pocket of China will mean a blow to the prestige of the Indian Government as the protector of the interests of the Indian taxpayers. The Government of India is understood to have already sent its views Home to the Secretary of State.—*Indian Daily News.*

## MERRIMAUS.

## "DIRT CHEAP AT 10s."

The *Strait Times* is asked to quote the following letter from the *Rubber World* of June 21:—Mr. Stanley Jevons in his remarkable series of valuations says that the Merrimaus shares are worth 2s., their price being now 7s. 9d. It is a strange thing that they should have risen about that figure so persistently. Highlands and Lowlands fetch about eight times their issue price. Yet Highlands and Lowlands have a capital fifty per cent. bigger than Merrimaus, and in 1915 Merrimaus, according to tables given by a Financial correspondent, will pass Highlands and Lowlands in production and will be the second largest producer—Malacca being the first. The fact that the Merrimaus management yet started producing is nothing from the layman's point of view; its potentiality is the thing. Surely Merrimaus would be dirt cheap at the price of 10s. to-day.

## To-day's Advertisements.

## TENDERS.

TENDERS are invited for the U.S. POLY or LABOUR and JUNKS in connection with the Coaling of H.M. Ships, &c., at Hongkong for a period of 24 months from the 1st August, 1910.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon, on the 16th July, 1910.

A deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

The right is reserved of rejecting all or any tenders, and of accepting any portion of a tender.

EDGAR WATTS,  
Naval Store Officer.

H.M. Naval Yard,  
Hongkong, 4th July, 1910.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship.

## "KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 6th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 4th July, 1910.

[8]

[9]

[10]

[11]

[12]

[13]

[14]

[15]

[16]

[17]

[18]

[19]

[20]

[21]

[22]

[23]

[24]

[25]

[26]

[27]

[28]

[29]

[30]

[31]

[32]

[33]

[34]

[35]

[36]

[37]

[38]

[39]

[40]

[41]

[42]

[43]

[44]

[45]

[46]

[47]

[48]

[49]

[50]

[51]

[52]

[53]

[54]

[55]

[56]

[57]

[58]

[59]

[60]

[61]

[62]

[63]

[64]

[65]

[66]

[67]

[68]

[69]

[70]

[71]

[72]

[73]

[74]

[75]

[76]

[77]

[78]

## Intimations.

## CHEESE

## MILD CANADIAN STILTON

60 cents per lb.

## THE

## DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Celebrated waters are used in the manufacture of our beers.

Purity guaranteed.

Notes Price List—

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.

\$12.00

(per case 8 doz. pils.)

\$13.50

To be obtained at all Retailers.

## THE HIPPODROME CIRCUS AND MENAGERIE.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 14 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 13TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 27TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed stop over privileges at the various ports of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... 43. Via New York ..... 45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHOYSAH	WEDNESDAY, 6th July, Daylight.
TIENTSIN via SWATOW, WEI HAIWEI & CHEFOO	CHEONGSHING	WEDNESDAY, 6th July, Noon.
SINGAPORE, PENANG & GALUTTA	FOOKSANG	WEDNESDAY, 6th July, Noon.
MANILA	FOONGSANG	FRIDAY, 8th July, 4 P.M.
MANILA	YUENSANG	FRIDAY, 15th July, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 16th July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS). The steamers Kutsang, Namewang, and Fooksang leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers. Telephone No. 215. Hongkong, 4th July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HAIPHONG	CHIHLI	5th July, 8 A.M.
MANILA	FEAY	6th " 3 P.M.
SAMARANG & SOURABAYA	SHANTUNG	6th " 4 P.M.
SHANGHAI	CHENAN	7th " 4 P.M.
SINGAPORE & TIENTSIN	KORIGHOW	8th " 4 P.M.
HAIPHONG	SIANGAN	9th " 8 A.M.
MANILA, ZAMBOANGA & AUSTRALIA	QIANGSHI	27th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmannian Ports.

MANILA, THIRDSIDE STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN-SCREW STEAMERS (Antel, Chien, Linan, Chienwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36. Hongkong, 4th July, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

CAVIRI	5140	R. Rogers	MANILA	SATURDAY, 9th July, at Noon.
CAVIRI	5140	A. Rogers	MANILA	SATURDAY, 16th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 4th July, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

CAVIRI	5140	R. Rogers	MANILA	SATURDAY, 9th July, at Noon.
CAVIRI	5140	A. Rogers	MANILA	SATURDAY, 16th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 4th July, 1910.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 4th July, 1910.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 4th July, 1910.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Hongkong, 4th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA. REGULAR SERVICES (PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE, Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

The Co's newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. I. Saito	6,182	WEDNESDAY, 13th July, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Saito	6,182	WEDNESDAY, 13th Aug., at Noon.

The Co's newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"JOHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 6th July, at 10 A.M.
TASMU v. SWATOW & AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 10th July, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 14th July, at 10 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd July, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP. Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. A. E. Moss, Tons 9000 KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight. WEDNESDAY, 3rd Aug., at Daylight.

VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Hirodhal, Tons 7000	SATURDAY, 16th July, from KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 16th Aug., at 4 P.M.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
---	---	---

BOMBAY, via SINGAPORE AND COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 12th July.
SHANGHAI, MOJI & KOBE	WAKASA MARU, Capt. N. Nielsso, Tons 7000	WEDNESDAY, 6th July.

KOBE AND YOKOHAMA	ATSUTA MARU, Capt. W. Thompson, Tons 7000	THURSDAY, 7th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910. Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....\$120	\$110	\$100	\$90
2nd ".....\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Through Passenger Tickets issued to the Principal Offices in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and ATLANTIC STEAMERS. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Upper Road.

T. KUNIMOTO.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 6th July, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Macedonia, to 512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. Macedonia, due in London on 21st August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 27th June, 1910.

HONGKONG-BOSTON AND NEW YORK.

THE Steamship "WYNERIC," will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight, apply to ARNOLD, KARBURG & CO., General Agents. Hongkong, 20th June, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "PEMBROKESHIRE," Captain Hayes, will be despatched as above about 18th July.

This steamer has superior accommodation for first class passengers at cheap rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Agents. Hongkong, 30th June, 1910.

Consignee.

FROM EUROPE.

THE H. A. L. Steamship "MECKLENBURG," Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO:—Ex ss. Souch from Soubal. Ex ss. Holar from Copenhagen. Ex ss. Gernia & Hamburg from Goeburg. Ex ss. Rapparia, Werra, from Bordeaux.

HAMBURG-AMERICA LINE. Hongkong Office. Hongkong, 29th June, 1910.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "LUETZOW," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th of July at 5 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO:—Ex ss. Souch from Soubal. Ex ss. Holar from Copenhagen. Ex ss. Gernia & Hamburg from Goeburg. Ex ss. Rapparia, Werra, from Bordeaux.

HAMBURG-AMERICA LINE. Hongkong Office. Hongkong, 29th June, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ALDENHAM," Captain St. John George, will be despatched as above on WEDNESDAY, the 20th July, at Noon.

This well-known Steamer is especially fitted for Passenger, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.

For Freight or Passage, apply to GIBB LIVINGSTON & CO. Agents. Hongkong, 19th June, 1910.



## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamer

FROM ANTWERP, LONDON, MALA, PORT SAID, SUZ, AND STRAITS.

Consignees are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me to any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within 4 days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 1st July, 1910.

## RUBBER &amp; LATEX RETURNS.

	April	May	Total
Allagar	2,400	3,100	5,500
Alor Pongau	1,150	1,870	3,020
Alma	600	600	1,200
Anglo Malay	48,835	47,953	96,788
Ayer Kuning	273	—	273
Balugonia	8,673	9,778	18,451
Banteng	1,581	1,716	3,297
Batu Caves	10,952	12,256	23,208
Batu Tiga	6,133	6,622	12,755
Bertam	10,000	—	10,000
Bowen	5,761	8,641	14,402
Bikan	—	785	785
Bukit Kajang	3,251	3,524	6,775
Bukit Rajah	30,960	—	30,960
Bukit Lalang	3,000	3,320	6,320
Caray United	7,700	10,000	17,700
Castlefield	2,700	3,030	5,730
Changkat Serdang	3,003	3,003	6,006
Changkat Salak	—	901	901
Cicely	9,450	—	9,450
Consolidated Malay	21,555	—	21,555
Caladonia	—	17,887	17,887
Damansara	3,317	—	3,317
Edinburgh	5,600	6,400	12,000
Federated (S'gore)	8,595	—	8,595
F.M.S. Rubber	29,330	31,870	61,200
Gedong	—	13,500	13,500
Glensly	2,045	1,621	3,666
Glensliel	2,336	3,120	5,456
Golden Hope	6,836	5,877	12,713
Golconda	11,801	—	11,801
Harpender	6,485	—	6,485
Heawood	—	907	907
High & Lowland	22,265	36,648	58,913
Inch Kenneth	12,646	14,428	27,074
Jugra	7,170	6,671	13,841
Jebong	16,870	18,500	35,370
Kapar Para	10,641	—	10,641
Kamunting	6,291	7,171	13,462
Kampay	2,043	—	2,043
Kapong	2,425	2,750	5,175
Kota Tinggi	561	—	561
Kuala Klang	17,559	—	17,559
Krian Rub. Est.	2,410	—	2,410
Kuala Lumpur	38,600	38,500	77,100
Laba	14,720	17,185	31,905
Landarun	29,808	37,178	66,986
Ledbury	8,234	9,609	17,843
Linggi	60,500	61,500	122,000
London Asiatic	9,574	12,656	22,230
Malacca Plant	24,000	21,000	45,000
Merton	1,788	1,761	3,549
North Hummock	4,559	5,189	9,748
Nova Scotia	—	8,480	8,480
Pajam	2,300	2,400	4,700
Pataling	28,144	27,057	55,201
Petaling	3,400	3,261	6,661
Pekah Plant	9,078	—	9,078
Port Dickson	581	—	581
Port Swettenham	975	671	1,646
Rub. Est.	4,396	5,613	10,009
Rub. Est.	—	10,000	10,000
Rub. Est.	1,722	1,490	3,212
Rubber Growers Assn.	2,043	2,400	4,443
Songai	5,591	6,005	11,596
Selangor	5,025	5,786	10,811
Sungai Choh	3,500	3,500	7,000
Sungai Kapar	14,300	—	14,300
Sunday Croft	5,000	5,395	10,395
Seaford	15,120	14,374	29,494
Selangor	34,385	—	34,385
Seremban	31,441	31,516	62,957
Seremban	4,905	6,000	10,905
Shallford	5,800	—	5,800
Singapore	8,156	10,056	18,212
Singapore Para	5,300	4,950	10,250
Straits Rubber	29,000	21,080	50,080
Sungai Selat	2,435	2,101	4,536
Teluk Anson	—	620	620
Tali Ayer	—	11,100	11,100
Trasagar	270	260	530
Troop	—	2,160	2,160
United Singapore	1,300	1,420	2,720
Valandam	30,000	—	30,000

[All totals are calculated for the calendar year (instead of the financial year), which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Press.]

## THE WEATHER.

On the 3rd at 11.55 A.M.—The barometer has risen moderately over the China coast and Kowloon, and fallen a little amount in Japan. A shallow depression has crossed the Yellow Sea and moved into the Sea of Japan. Pressure is high over the Pacific to the E. and S.E. of Japan. It is relatively low over the N.W. part of the China Sea. Moderate E. and S.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.55 inches.

FORECAST.

1.—Hongkong and neighbourhood, S.E. and E. winds, moderate to showery.

2.—Formosa, Changhai, E. winds, moderate.

3.—South coast of China between Hongkong and Taiwan, same as 1.

4.—North coast of China between Hongkong and Korea, same as 1.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	109 1/2
Do. demand	109 1/2
Do. 4 months' sight	109 1/2
France—Bank T.T.	233
America—Bank T.T.	233
Germany—Bank T.T.	233
India T.T.	132 1/2
Do. demand	133
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	74 1/2
Japan—Bank T.T.	87
Java—Bank T.T.	266 1/2
Buying.	
4 months' sight L/O.	109 1/2
6 months' sight L/O.	109 1/2
10 days' sight S'w & New York	43 1/2
1 month's sight do.	44 1/2
10 days' sight Sydney & Melbourne	19 1/2
1 month's sight France	22 1/2
5 months' sight	22 1/2
4 months' sight Germany	18 1/2
Bar Silver	44 1/2
Bank of England rate	2 1/2
Sovereign	31 1/2

## SHIPPING AND MAILS.

## MAILS DUE.

English (Dutch) 6th inst., 7 a.m.
Canadian (Empire of India) 7th inst.
Indian (Grigory Apar) 9th inst.
German (Kleist) 13th inst.
American (Nippon Maru) 19th inst.
American (Siberia) 19th inst.

The P. & O. S. N. Co's s.s. *Sunda* is expected to arrive at Penang on 5th inst., at noon.

The E. & A. Co's s.s. *Aldenham* from Sydney, etc., left Manila yesterday, at 4 p.m., for this port.

The Ben Line's s.s. *Benarville* from London, etc., left Singapore on 2nd inst., for this port.

The P. & O. S. N. Co's s.s. *Candia* left Singapore for this port on 2nd inst., at 5.30 p.m., and is due here on 8th inst., at 6 a.m.

The Imperial German Mail s.s. *Luisenlo*, which left here on 30th ult., at 10 a.m., arrived at Shanghai on 2nd inst., at 7 p.m.

The APCO Co's s.s. *Gregory Apar* from Calcutta left Singapore yesterday morning, and may be expected here on 9th inst.

The Imperial German Mail s.s. *Kleist* carrying the German Mails with dates from Berlin of the 15th ult., left Colombo on 2nd inst., p.m., and may be expected here on 13th inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Kobe at 1.30 p.m., on 1st inst., and left again at noon, next day for Shanghai, where she is due to arrive at 8 a.m., on 3rd inst.

The C. P. R. Co's s.s. *Empress of India* arrived at Shanghai at 10.30 p.m., on 3rd inst., and leaves again at 3 p.m., to-day for Hongkong, where she is due to arrive at 7 a.m., on 7th inst.

## Shipping.

## Arrivals.

Tientsin, Br. s.s. 1,220, F. Boyd, and July—Swatow 2nd July Ballast—B. & S.
Kanau, Br. s.s. 1,470, D. Brymner, and July—Wakamatsu and Japan 26th July Coal—B. & S.
Kumchong, Br. s.s. 1,440, J. D. Martin, 3rd July—Saigon 29th June Rice and Gen.—Man Fat & Co.
Memnon, Br. s.s. 3,018, Clark, 3rd July—Yokohama 21st June and Shanghai 29th Gen.—B. & S.
Joshua Maru, Jap. s.s. 702, Y. Yamamoto, 3rd July—Swatow and July Gen.—O. S. K.
Ernest Simon, Fr. s.s. 2,392, R. Chant, 3rd July—Marseilles 3rd June Mail & Gen.—M. M.
Chenab, Br. s.s. 1,349, J. Lloyd Jones, 3rd July—Shanghai 30th June Gen.—B. & S.
Chinkiang, Br. s.s. 1,192, Kay, 3rd July—Tientsin 27th June Gen.—B. & S.
Childar, Nor. s.s. 1,102, H. Nilsson, 3rd July—Bangkok via Hoihow 25th June Rice & Gen.—Agard & Thoresen & Co.
Carl Dierichsen, Ger. s.s. 774, J. Kiger, 3rd July—Halifax and Hoihow 2nd July Gen.—J. & Co.
Manche, Fr. s.s. 1,171, Gary, 3rd July—Halifax 1st July Gen.—W. M.
Helene, Ger. s.s. 771, H. Bendixen, 3rd July—Swatow 1st July Gen.—J. & Co.
Kumsang, ss. 2,078, W. G. G. Leask, 3rd July—Calcutta, Penang and Singapore 27th Gen.—J. M. & Co.
Ulv, Nor. s.s. 885, J. Pedersen, 3rd July—Newswang and Dairen 25th June Beans and Beans—Agard & Thoresen & Co.
Mandarin Maru, Jap. s.s. 5,400, K. Shimidzu, 3rd July—Mikio 27th June Coal—M. B. K.
Onsang, Br. s.s. 1,787, E. J. Buller, 3rd July—Dairen 2nd July Gen.—J. M. & Co.
Choyang, Br. s.s. 1,124, Courtney, 3rd July—Dairen 2nd July Gen.—J. M. & Co.
Nikko Maru, Jap. s.s. 3,439, M. Yagi, 4th July—Manila 1st July Ballast—S. T. & Co.
Armand Edouard, Fr. s.s. 3,501, Guionnet, 4th July—Shanghai 2nd May Mail and Gen.—M. M.
Kueichow, Br. s.s. 1,215, Hooker, 4th July—Tientsin 24th June Gen.—B. & S.
Loongsang, Br. s.s. 1,097, F. Wheeler, 4th July—Manila 1st July Hemp & Gen.—J. M. & Co.
Robt, Br. s.s. 1,610, A. Fraser, 4th July—Manila 1st July Ballast—S. T. & Co.
Yushun Chi, ss. 1,070, C. A. Westerland, 4th July—Tientsin 27th June and Cheloo 28th Gen.—Ohlson.
Taihan Br. s.s. 1,210, R. G. Parmanore, 3rd July—Shanghai 30th June Gen.—O. M. S. N. & Co.
Korea, Am. s.s. 5,651, S. Saunders, 4th July—San Francisco via Ports 7th June Mail and Gen.—P. M. S. N. Co.

## Clearances at the Harbour Office.

Ta Shan, for Canton.
Yokohama, for Pakhoi.
Hoihow, for Hoihow.
Kleist, for Amoy.
Hoihow, for Saigon.
Hoihow, for Canton.
Ernest Simon, for Shanghai.
Yamamoto, for Manila.
Namang, for Shanghai.
Mongolia, for Keelung.
Chikita, for Hoihow.
Frank, for Pakhoi.
Kueichow, in Canton.
Pakhoi, for Saigon.

## Departures.

## July 1.

Fitzpatrick, for Sourabaya.
Swatow, for Saigon.
Suifu, for Canton.
Anhui, for Shanghai.
Signal, for Swatow.
Daiji Maru, for Swatow.
Hainan, for Swatow.
Chinkua, for Shanghai.
Amigo, for Hoihow.
Mongolia, for San Francisco.
Namang, for Manila.
Yamamoto, for Hoihow.
Kleist, for Amoy.
Hoihow, for Saigon.
Hoihow, for Canton.
Ernest Simon, for Shanghai.

## Per Rabi, from Manila—Mrs. Pope, Miss

Lu. Thompson, Clement, Mrs. Anna Robinson, and 4 children.
Per Manila, for Hongkong from Hoihow—Messrs. Connel Noel, Mrs. Dolores, nurse and infant, Mr. Varson, Mr. and Mrs. Whitmore and infant, Messrs. Caffarena, Garibay, R. P. Maudier, Check Sam and comrade, Schneider, 3 Japanese, Mrs. Jopson and Mr. Endien, from Quing Chow Wan—Mr. and Mrs. Chak and child.
Per Nikko Maru, for Hongkong from Manila—Mrs. Stechen, Miss N. Stechen, Messrs. C. Strochan, T. Strochan, Colonel H. T. Burrows, Mr. Mithers, Dr. and Mrs. G. O. Davis, Miss M. O. Davis, Mr. L. M. Sinclair, Lieut. H. Falkland, Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.

Per Rabi, from Saigon—Mr. Otten, For Shanghai from Marseilles—Mr. Castevic.

From Singapore—Mr. Sidney, from Saigon—Messrs. K. Takabayashi, H. Oishi, Mr. and Mrs. J. J. Connell, Mr. J. P. Penique, Messrs. Halle, E. M. Elam, A. L. R. C. P. Weador, Mrs. M. Lambert, Miss E. Chus, Messrs. W. R. Doves and L. Cooper.



## SHARE QUOTATIONS

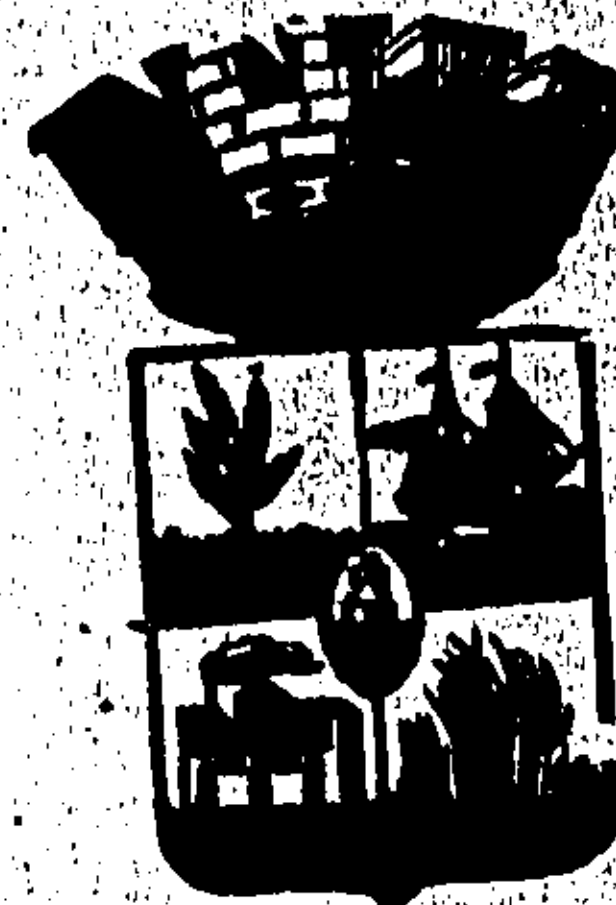
Supplied by Messrs. H. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE PERCENTAGE OF PROFIT	CLOSING QUOTATIONS
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	180,000	\$125	\$125	{ \$1,000,000 \$15,000,000 \$150,000 }	\$2,023,918	{ 25% for half year ending 31.12.09 @ ex 1/6 = 5.11	{ 945 [82.10]
National Bank of China, Limited	99,925	17	16	{ 24,000 \$1,000 }	\$30,552	\$1 (London 1/6) for 1909	\$76 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$14,481 \$102,791 \$115,000 }	none	\$10 for 1908	6% 177 1/2 sellers
North China Insurance Company, Limited	10,000	4 1/2	4 1/2	{ Tls. 225,000 Tls. 115,853 Tls. 145,580 \$1,000,000 }	Tls. 207,573	Final of 7/6 making 15% for 1908	5% Tls. 215
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ 600,000 \$14,448 \$105,249 \$1,000,000 }	\$27,084	Final of \$20 per share, making to all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6% 5820 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$100,000 \$100,000 }	\$7,748	\$12 for 1908 and interim of \$3 for 1909	7% \$200
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$100,000 }	\$43,406	\$6 and bonus \$2 for 1908	7% \$214
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,600,000 \$100,000 \$100,000 }	\$426,218	\$27 for 1908	8% \$352 1/2 sales
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$57,743 \$250,000 \$100,000 }	Dr. \$3,777	\$4 1/2 for 1906	\$7 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	{ \$500,000 \$100,000 \$100,000 }	nil	\$1 for year ending 30.6.1908	\$50 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$57,500 \$100,000 \$100,000 }	\$20,766	Final of \$1 1/2 for account 1910	8% 52 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	{ \$100,000 \$100,000 \$100,000 }	13,755	{ 6% for 1907 on Preference shares only @ ex 1/6 11/16 = 5.15, 154	\$65 sellers
Do. (Deferred)	60,000	15	15	{ \$100,000 \$100,000 \$100,000 }	13,755	{ 3rd. ln. of 2 1/2 per sh. (comp. No. 12) making in all 4 1/2 for '08 & interim of 1 1/2 for ac. '09 }	5% 100 1/2 sales
"Shell" Transport and Trading Company, Limited	2,000,000	1 1/2	1 1/2	{ \$1,000,000 \$1,000,000 \$1,000,000 }	192,994	A dividend of 7 1/2 % for 7/1 ending 30.4.1910	4 1/2 % 324 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$100,000 \$100,000 }	11,159	A bonus of 5 %	3 1/2 % \$14 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$20,000 \$100,000 \$100,000 }	Dr. \$8,090	\$10 per share for 1909	5 1/2 % \$168
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$21,891	\$2 for 1897	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$100,000 \$100,000 }	Tls. 6,000	\$2 for year ending 31.8.09	Tls. 82 1/2 sales
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1 1/2	1 1/2	{ \$25,000 \$100,000 \$100,000 }	11,435	Final of 1/6 making 3 1/2 for 1909	9% Tls. 17 1/2
Headwaters Mining Company	50,000	10	10	{ \$100,000 \$100,000 \$100,000 }	none	First year	Ph. 1 1/2
Raub Australian Gold Mining Company, Limited	150,000	1 1/2	1 1/2	{ \$100,000 \$100,000 \$100,000 }	14 1/2	\$1 per share 13th dividend	5% \$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	1 1/2	1 1/2	{ \$100,000 \$100,000 \$100,000 }	none	Final of Gold \$5.65 for 1909 in all G. \$1.15	4 1/2 %
Docks, Wharves & Godowns.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$25,275 \$100,000 \$100,000 }	Dr. \$8,460	\$1.75 for year ending 31.12.06	\$10
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$550,000 \$100,000 \$100,000 }	\$264,847	\$2 1/2 for 1909	4 1/2 % \$56 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$250,000 \$100,000 \$100,000 }	\$432,715	Interim of \$1 1/2 for account 1909	{ 5 1/2 sales \$50 1/2 buyers and
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$100,000 \$100,000 }	Tls. 6,400	Interim of Tls. 2 1/2 for 1910	6 1/2 % Tls. 78
Shanghai and Hongkew Wharf Company, Limited	15,000	Tls. 100	Tls. 100	{ Tls. 697,357 Tls. 100,000 \$100,000 }	Tls. 9,222	Final of Tls. 4 for 1909	7% Tls. 118
<b>ANGLO-FRENCH LAND INVESTMENT CO., LTD.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$100,000 \$100,000 }	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 101 sellers
Central Stores, Limited	50,123	15	15	{ \$100,000 \$100,000 \$100,000 }	\$24,611	\$1.30 on old and 60 cents on first new issue	8% \$107 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$100,000 \$100,000 }	\$1,277	{ \$2.60 on old shares and 1.30 on new shares } for half year ending 31.12.09	5 1/2 % \$87 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	\$27,000	Interim of 3/4 for account 1909	7% \$100 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$150,000 \$100,000 \$100,000 }	\$5,471	45 cents for 1909	6% \$8 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	none	\$2 for 1909	8% \$33 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,315,045 Tls. 300,000 \$100,000 }	Tls. 63,969	Final of 6 1/2 bonus Tls. 1 for 1909	6 1/2 % Tls. 109
West Point Building Company, Limited	12,500	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	11,951	Final of \$1.80 for account 1909	8 1/2 % \$39
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$100,000 \$100,000 }	11,091	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 40,098 \$100,000 \$100,000 }	\$1,551	50 cents for year ending 31.7.08	8% 55 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 \$100,000 \$100,000 }	Tls. 5,372	Tls. 7 1/2 for year ending 30.9.09	12% Tls. 62
Loan-kaung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 4,829 \$100,000 \$100,000 }	Tls. 4,829	Tls. 6 for 1909	7% Tls. 70
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 600	Tls. 600	{ Tls. 31,273 \$100,000 \$100,000 }	Tls. 31,273	Tls. 25 for 1909	10% Tls. 240
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	{ \$1,500 \$100,000 \$100,000 }	1,448	15% per share for 1908	6% \$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$100,000 \$100,000 }	1,448	60 cents for 1909	6% \$98 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	{ \$100,000 \$100,000 \$100,000 }	1,448	70 cents for year ended 28.2.06	\$14 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	1,448	80 cents for 1909	9% \$84 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	{ \$1,000 \$100,000 \$100,000 }	\$1,890	\$1.20 for year ending 31.7.09	6 1/2 % \$19 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$3,390	Final of 40 cents making in all 75 cents per share for 1909	10% \$6.90 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$670	14 per cent. viz. \$1.40 for 1909	10% \$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$150,000 \$100,000 \$100,000 }	\$11,798	A dividend of \$1.20 per share and a bonus of 6 1/2 cents for 1909	6% \$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$100,000 \$100,000 }	\$7,616	Final of \$3 for 1909	6% \$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 547,500 \$100,000 \$100,000 }	\$9,176	Final of \$1 making in all \$2 for 1910	9% \$10 buyers
Matschappij tot Exploitatie van Landbouwen in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 62,924 \$100,000 \$100,000 }	316,682	2nd interim dividend of Tls. 2 1/2 for 1910	4 1/2 % Tls. 1,320
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 % \$14 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$10,000 \$100,000 \$100,000 }	18,640	None	5 1/2 % \$14 buyers
Philippines Company, Limited	75,000	\$10	\$10	{ Tls. 14,810 \$100,000 \$100,000 }	18,640	None	5 1/2 % \$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 75,000 \$100,000 \$100,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	2% Tls. 240 sellers
Societe des Papiers et Papeteries de Tonkin	13,200	10	10	{ 100,000 \$100,000 \$100,000 }	none	First year	\$35 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$100,000 \$100,000 \$100,000 }	Dr. \$31,096	None	38 1/2 Hong currency
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$100,000 \$100,000 \$100,000 }	\$17,86	None	
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$11,956	None	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$4,000	None	
Watkins Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$1,941	None	
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$2,013	None	
William Powell, Limited	15,000	\$7	\$7	{ \$100,000 \$100,000 \$100,000 }	\$782	None	

## Intimations

## COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882 CAPITAL P3,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

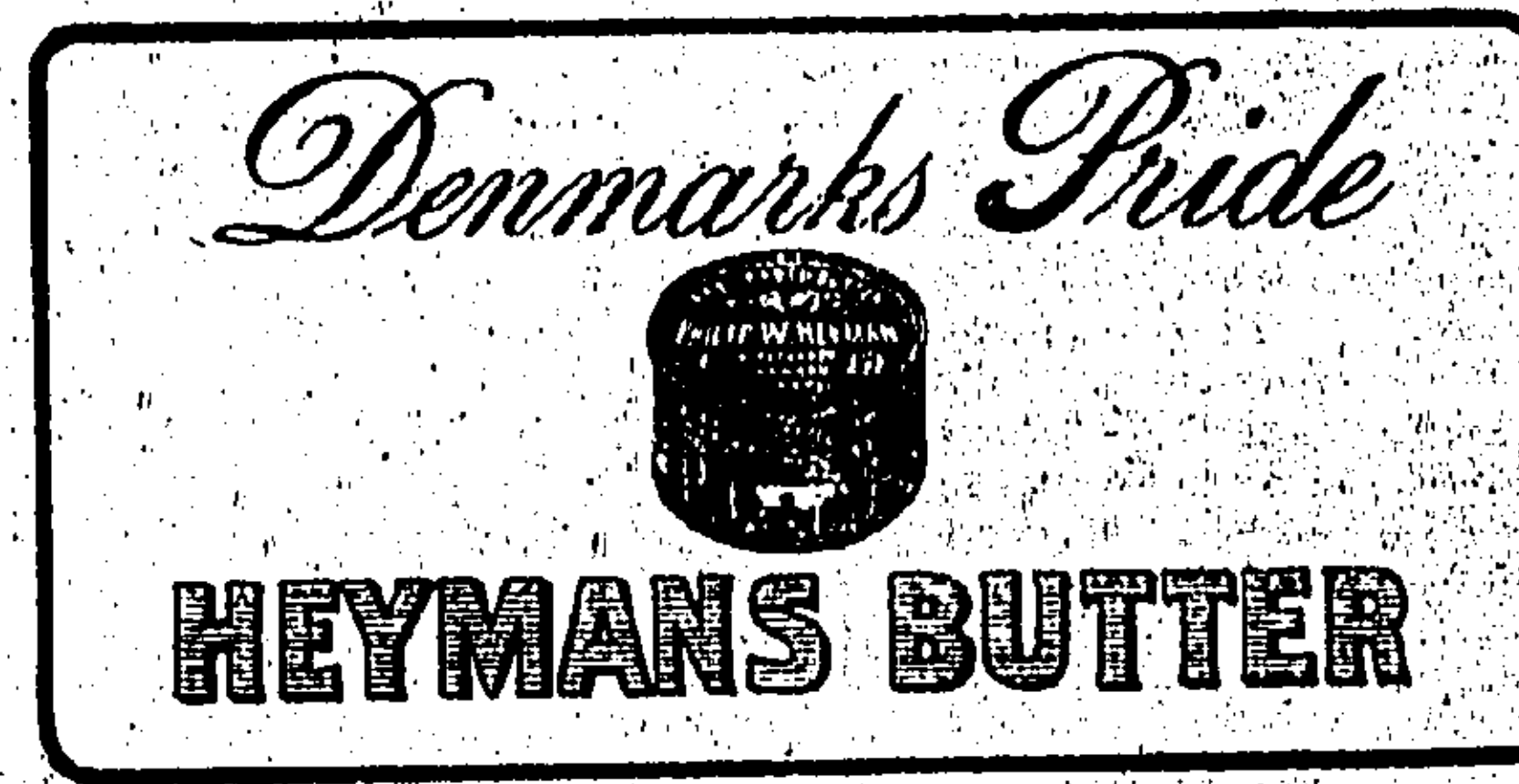
## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfeitos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



SIEMSEN &amp; CO., Sole Agents.

49

## F. BLACKHEAD &amp; Co.,

SHIPHANDLERS, SAILMAKERS  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S PATENT GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAIMLER'S PATENT MOTOR

LAUGHONS,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL GRAM  
and  
P & O. SPECIAL LIQUOR SMOOTH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

A TOO STABLE,  
LEIGHTON HILL ROAD,  
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at  
Leighton Hill Road where Horses and  
Ponies can be shod by EXPERIENCED  
SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:  
At the Stables or anywhere in Hongkong,  
\$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE,  
Leighton Hill Road,  
Hongkong, 25th March, 1910.

LEE YEE  
HAIR DRESSING SALOON

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES

AND  
TOILET REQUISITES

FOR SALE  
15, D'ARLAN STREET,  
HONGKONG.

Hongkong, 24th September 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE

DRAGON CYCLE

DEPOT

15, D'ARLAN STREET,

HONGKONG.

HONGKONG, 24th September 1910.